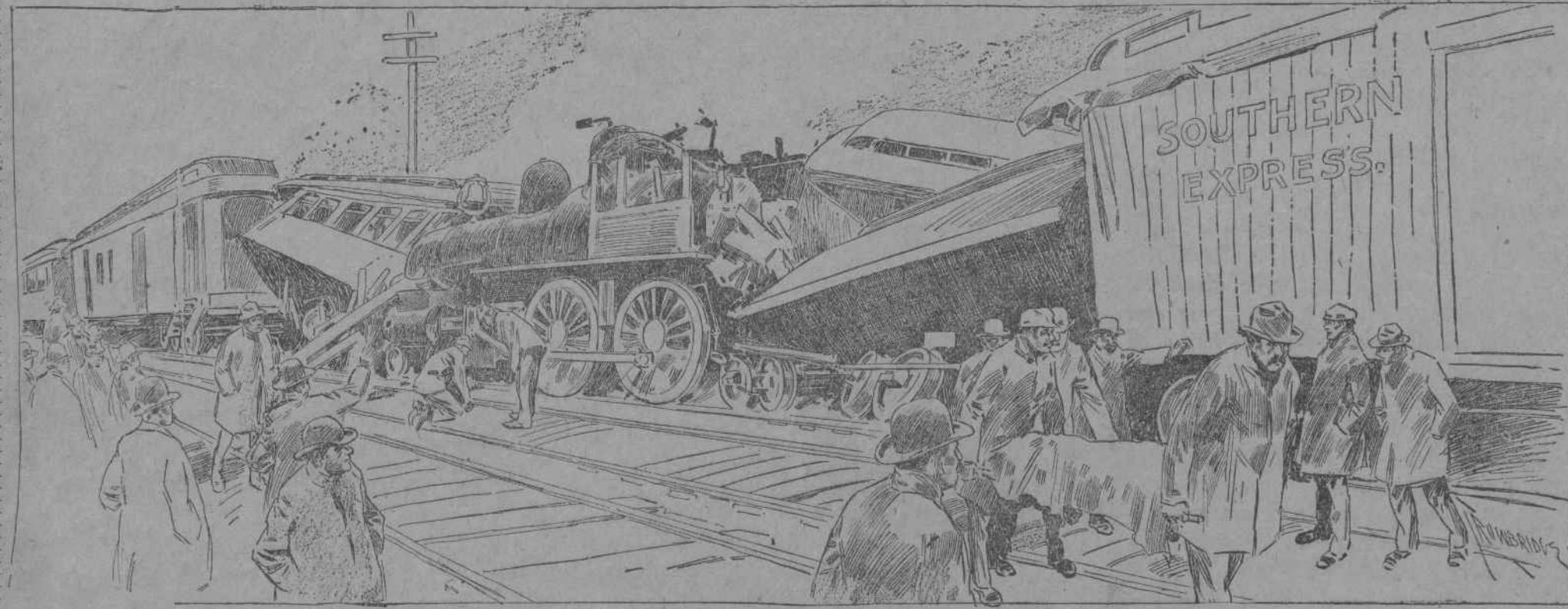


## EXPRESS TRAINS CRASH TOGETHER IN A THICK FOG.



GENERAL VIEW OF THE SMASH-UP ON THE PENNSYLVANIA BETWEEN THE WASHINGTON AND THE PITTSBURG EXPRESSES.

Two Killed and Eleven Injured on the Pennsylvania Road.

GRAND JURY TO INVESTIGATE

Washington Speeder Goes Thundering Into the Rear Sleeper of the Pittsburg Flyer.

SOMETHING AMISS WITH SIGNALS.

Shock of the Smash-Up Heard Eighth of a Mile Away, and Neighboring Farmers Hurry to the Rescue.

In the fog and twilight which were thick over New Jersey yesterday morning, the Washington express crashed into the rear Pullman sleeper of the "Pittsburg Flyer," killing two persons and injuring eleven. The accident occurred about 110 yards east of the Colonia station on the Pennsylvania Railroad, close to what is known as "the six roads," and about a third of a mile from the Long Branch offshoot of the Pennsylvania system.

The Middlesex County Grand Jury will be called upon to investigate the accident in order to determine whether it was carelessness that caused the accident and loss of life.

The dead are: William O. De Wolfe, a clerk in the accountant's office of the Ohio River Railroad, a resident of Parkersburg, W. Va.; and A. A. Knight, a Pullman sleeper bar-tender.

Both were mangled beyond recognition. De Wolfe was identified by a railroad pass found in his pocket, and Knight from the train roster, which he carried.

Injured, but Not Fatally.

The injured are: Mrs. Julia Levy, of No. 504 Eleventh street, Brooklyn, suffering from shock; removed to Mount Sinai Hospital.

Mrs. E. M. M. of No. 346 Carlton avenue, Brooklyn, left leg fractured; sent home.

Mrs. B. E. M. of No. 10 Oakland avenue, Brooklyn, superficial injuries and bruises to body; sent home.

Frank Lutz, traveling salesman, agent for the Chicago & Northwestern Railroad; collar bone broken; St. Francis Hospital.

J. E. Walsh, of No. 345 Central avenue, Jersey City, Pullman car conductor; both legs fractured; Jersey City Hospital.

J. Vandergrift, engineer of Washington express; bruises about head and body; St. Francis Hospital.

F. Zander, Bremen Washington express; bruises to head and body; St. Francis Hospital.

C. Robertson, mail clerk, Newark; head bruised; sent home.

H. Kwing, mail clerk, Newton Hamilton, Pa.; arm fractured; Newark Hospital.

G. G. G. of No. 111 Harrison, Pa.; back bruised; Newark Hospital.

Something Wrong in Signals.

Two or three other passengers suffered bruises from being thrown about in the

U. S. CONSUL

IN

CUBA

CURED OF

ECZEMA

BY

CUTICURA

UNITED STATES CONSULATE.

SANTIAGO DE CUBA, Dec. 13th, 1897.

POTTER DRUG AND CHEM. CORP.,

BOSTON, U. S. A.

Gentlemen: Whatever is the cash value of the difference between living on earth, and a place said to be much hotter than Cuba, I am indebted to the use of your CUTICURA SOAP and CUTICURA (ointment).

ECZEMA is a prevalent disease on this island. I had an attack of it, and ordered a box of ointment of zinc ointment. The first application changed the ECZEMA to bull-die, which seemed unquenchable. The drug had used a rancid cerate and I was poisoned.

I have practiced medicine over thirty years and taken a special course in cutaneous diseases under Prof. John V. Shumaker of Phil., but I lost faith in the purity of Cuban drugs, as everything either failed to help my trouble or made it worse. I called in a local physician, but he did not help matters, and I was becoming desperate, when I thought of CUTICURA REMEDIES, and dispatched my servant for a cake of CUTICURA SOAP and a box of CUTICURA (ointment). The first application relieved me, and in three days I was well.

PULASKI F. HYATT, United States Consul.

TORTURING, DISFIGURING

Rumors whether itching, burning, scalding, scrofulous, pimply, or blotchy, whether simple, scrofulous, or hereditary, speedily, permanently, and economically cured by warm baths with CUTICURA SOAP, gentle anointings with CUTICURA (ointment), and discharging my servant for a cake of CUTICURA SOAP and a box of CUTICURA (ointment). The first application relieved me, and in three days I was well.

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Wrecking Crew at Work on Ruins of the Express Trains.

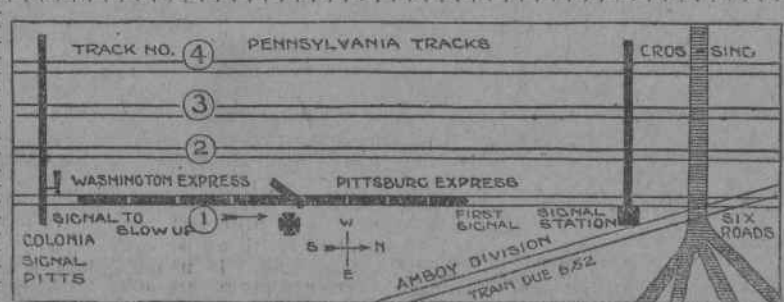


Diagram of the Pennsylvania Tracks and Trains in Collision.

The maltese cross the point of impact between the engine of the Washington express and the rear Pullman of the "Pittsburg Flyer."

coaches, but their hurts were trivial, and they hurried away to their homes badly

The automatic block signal system ends at the Long Branch division, and with the exception of an old-fashioned semaphore there is no signal between that point and the Colonia station—a mile distant.

It was a quarter before 7 o'clock when the "Pittsburg Flyer," known as train No. 14, passed the Colonia station, bound east.

Engineer Vandergrift, of the Washington express, was at the junction at the time that the Washington express, an hour and forty minutes late, came thumping along at the rate of fifty-five miles an hour.

Donohue declares that he flashed two red lights to warn the Washington express of the proximity of the Pittsburg train.

Engineer Vandergrift, of the Washington express, declares that he applied the air

brakes, reversed his engine and attempted to hold the locomotive from slipping along the damp rails by opening the sand box

the moment he discovered the train ahead.

Vandergrift and his fireman, Zander, jumped from their engine the moment they saw their impending danger, and escaped serious injury, but the train was going so fast that after the collision the momentum

whirled the first baggage car into the air and over the top of the engine cab, where it fell to the south of the track demolished into splinters.

Vandergrift's engine ploughed half way through the Pullman sleeper Bartholdi and then lifted it off the track into the gully beside the track.

The smash of the collision was heard an eighth of a mile away and soon the neighboring farmers arrived with axes, bedding and litters to aid in saving the passengers. Telephone messengers were brought half a dozen physicians to the scene of the wreck, and before two hours had elapsed a special hospital train arrived from Jersey City and took away the wounded.

De Wolfe, who was killed in the sleeper Bartholdi, last one of the train, was on the left side of the car. His body was taken from the debris on top of the smoke

into which the Washington train's engine, into which it had been jammed when the smokestack was carried away.

Knight's body was found on top of the Washington train's engine, and was taken from the debris on top of the smoke

into which the Washington train's engine, into which it had been jammed when the smokestack was carried away.

All of the Bartholdi's passengers, save De Wolfe, were up and dressing when the smash occurred. The first impact threw them in a heap to the forward end of the car, which protection doubtless saved their lives. There were but four other passengers beside De Wolfe in the Pittsburg sleeper. Mrs. Levy and three men; the other injured on board belonged to the belated Washington express.

Among the passengers who escaped unhurt were Dr. L. V. Briggs, of Brooklyn; Mrs. "Jack" Everhardt, wife of the pugilist Joseph E. Allen, of Rhinebeck, N. Y.; J. E. Renner, of No. 65 Pearl street, New York City; Julius Sondheim, of No. 1154 Walnut street, Philadelphia; and Thomas Allen, of Richmond, Va., member of the Arm of Allen & Glazer, the tobaccoists.

In taking an inventory of the effects of William O. De Wolfe, the passenger who

## OLD STAGES TO LEAVE FIFTH AVENUE

Automobile Omnibuses to Be Run on Fashion's Thoroughfare.

SHEPARD'S PET LINE SOLD.

Franchise Bought by Controlling Interest of Third Avenue Company.

The stage coach or omnibus which up to a little more than a decade ago rumbled heavily up and down Broadway and more recently has been run on Fifth avenue alone of all the metropolitan thoroughfares was soon to be a thing altogether of the past. Its last overthrow is to be made by the automobile, which is the most up-to-date mode of propulsion for vehicles. Rubber tires first softened the din of the coaches' heavy wheels, and now even the noise of the horses' hoofs is to be stopped. This improvement is to be effected by the men interested in the Third Avenue Railroad, who have just bought the control of the Fifth avenue stage line. The principals in the syndicate of buyers are Henry Hart, Albert J. Ellis and Edward Lauterbach. Mr. Ellis is president of the Third Avenue Railroad, Mr. Lauterbach its attorney, and all are directors.

The sale was made through the banking house of F. N. Smithers & Co., which, acting for the creditors of the old company after the death of Elliott F. Shepard, bought the property in under foreclosure sale.

It is understood that the automobile to be adopted by the company will be propelled by electricity. This has not been definitely decided as yet, however, nor will it be until a report is made from an expert, who will go to Paris shortly to study the various sorts of horseless carriages there in use.

By using electricity the Third Avenue company could supply the power from the electric plant on the island, which is contracted for by the Westinghouse Company to supply power for its street railway lines. The storage batteries used in the new coaches could be charged at the power plant from the company's surplus power.

The knowledge that this change in motive power on Fifth avenue was contemplated is said to be responsible for the recent sharp rise in the value of real estate along the upper portion of that thoroughfare. Several well-known men of affairs have recently purchased property between Seventieth and Eighty-sixth streets on which to erect their town houses.

Woman's Clothes on the Beach.—An entire outfit of woman's wearing apparel was found yesterday on the banks of Sterling Creek, Long Island, by George Lickering. He reported his discovery to the authorities, who made a search for the body of the supposed suicide, but no trace of it could be found.

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## TOUCH THIS TREE AND BE KNOCKED DOWN.

It is Charged with Electricity and Three Men Have Already Suffered.

Here is a tree charged with electricity. It stands in front of a harness store at Harrison and Division avenues, Williamsburg.

John Holland, of No. 152 Noll street, was engaged to saw it down yesterday, and he brought up in a hospital as a result of his attempt. The police had to send for an electric fireman to remove the saw from the wood, and it was done with rubber gloves.

There is a trolley guide wire fastened to one of the upper limbs of the tree. That is the source of supply. The wet weather did the rest. Holland was sawing away industriously about five feet above the ground, when he suddenly fell senseless to the street. Bystanders thought he had been stricken with apoplexy. When he fell, covered at the hospital he said he had felt as if he was being blown skyward.

Edward Baner, of Harrison avenue and Walton street, tried to remove the saw. So did John Schaefer, of No. 391 South Fifth street. Both were knocked down by the electric shock.

The job of cutting down the tree is still open to a good man.

Woman Hurt Getting Off a Train.—Mrs. Elizabeth Dederick, of West River street, Manhattan, was fatally injured at Elizabeth, N. J., yesterday while getting off a Pennsylvania train. She fell under the wheels, and both her legs were cut off above the ankle. Mrs. Dederick was taken to the Central Hospital. The train did not stop, as it was not known an accident had occurred.

Manufacturer Dies of Paralysis.—Albert O. Hendley, a prominent trunk manufacturer, was found unconscious yesterday morning on the floor of his room in his residence, No. 700 High street, Newark, N. J. His daughter, Miss Arnold Hendley, made the discovery. Mrs. Bennett and Hewlett were summoned, but Mr. Hendley died shortly after their arrival. Death was due to paralysis.

Annual Sales over 6,000,000 Boxes

BEECHAM'S PILLS

FOR BILIOUS AND NERVOUS DISORDERS

such as Wind and Pain in the Stomach, Giddiness, Fullness after meals, Headache, Dizziness, Drowsiness, Flushing of Face, Loss of Appetite, Constipation, Bloating, Stomachic, Cold Chills, Disturbed Sleep, Frightful Dreams and all Nervous and Trembling Sensations.

THE FIRST DOSE WILL GIVE RELIEF IN TWENTY MINUTES. Every sufferer will acknowledge them to be

A WONDERFUL MEDICINE.

BEECHAM'S PILLS, taken as directed, will quickly restore Females to complete health. They promptly remove obstructions or irregularities of the system and cure Sick Headache, For a Weak Stomach

Impaired Digestion

Disordered Liver

IN MEN, WOMEN OR CHILDREN

Beecham's Pills are

Without a Rival

And have the

LARGEST SALE

of any Patent Medicine in the World.

25c. at all Drug Stores.

"CAMMEYER"

STAMPED ON A SHOE

MEANS STANDARD OF MERIT.

The Voices of Home.

That the voices of home—of wife and children, its comforts, its affections—shall sound doubly sweet in the ears of the men, let the ladies make holiday presents to them of our slippers. They have the mystic charm of rendering the masculine mind peculiarly docile and oblivious of all else but home happiness, when they are once on the masculine feet.

We have the most extensive and beautiful assortment for men and women. Our stock is wonderful in variety of style and material and in smallness of price.

Women's All Patent

Leather Adonis,

Cut Steel Buckle,

\$3.00

to

\$6.00

Per Pair.

Women's Satin Fur Trimmed Julietts,

all colors, from \$1.50 to..... 2.00

Women's Satin Fur Trimmed Boudoir Slippers..... 2.00

Women's Felt Fur Trimmed Julietts, from \$1.00 to..... 2.50

Women's Satin Slippers,